

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USSR
SUBJECT Factors Governing Oil Sales
PLACE ACQUIRED 50X1
DATE ACQUIRED BY SOURCE 50X1
DATE OF INFORMATION

DATE DISTR. 20 Dec 1952
NO. OF PAGES 2
NO. OF ENCLS. (LISTED BELOW)
SUPPLEMENT TO REPORT NO. 50X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE
50X1

-
- Documents relating to the shipment of petroleum products originally are drawn up by GlavNefteSbyt. The vessel which receives the products for shipment draws up a bill of lading (konosament) which states the number of tons of cargo which have been received by the steamship agency, the specifications of the products, and the water content. One copy of this bill of lading goes to GlavNefteSbyt, and one copy to the ship captain. In the case of transfer of products between Reydtanker and Kasptanker a second bill of lading is drafted when the tanker arrives at Fourteen Foot Roadsteads. These latter bills of lading are formulated in the presence of representatives of both agencies and shows the amount of water content. The document is signed by the captains of the participating barges and tankers.
- The barges of Reydtanker proceed to the piers of the Astrakhan oil bases for unloading, but before pumping operations commence the volume or water content is determined. If the water content is too high, a document (akt) is drawn up fixing responsibility for the high water content and assessing a fine for payment by the agency at fault. However, in no case are the shipments ever refused. Generally Kasptanker is fined more frequently than Reydtanker because the vessels of the latter agency are in better condition.
- A third document for delivery (priem sdatochnyy akt) is drafted when the products are unloaded. The transportation charges are paid by NefteSbyt officials at Astrakhan on separate bills presented by Kasptanker and Reydtanker.

CLASSIFICATION/SECRET/SECURITY INFORMATION											
State	Army	Air	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY
ORR	EV	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY	NAVY

SECRET/SECURITY INFORMATION

- 2 -

5. The unloading facilities at Astrakhan are owned and operated by Volgatanker which has a total fleet of about forty floating pumps, of which approximately twenty-five are located at Astrakhan. Unloading costs of Tuymazy crude at the oil bases of NefteSbyt in Astrakhan are charged to the base as are the costs of pumping oil from the bases to the vessels of Reydtanker. Thus the NefteSbyt bases in Astrakhan pay for all loading and unloading operations. In the case of shipments from Astrakhan to Makhach Kala, the officials of the latter port pay the freight charges to Reydtanker.
6. A rating certificate (passport) is needed in the transfer of petroleum products to consumers outside of the Chief Directorate of Oil Sales, but when the transfers are made to activities within the chief directorate such a certificate is unnecessary.
7. There are no military representatives at either Astrakhan or Baku, nor are there any military storage facilities at either port.
8. There are definitely no pipelines running north from Astrakhan and the complete jurisdiction over and responsibility for petroleum movements northward resides in Volgatanker.

- end -

SECRET/SECURITY INFORMATION